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New Segregation Group Planned At Albemarle Camp

North Carolina's second segregation camp for youthful first offenders will be established this month at the Stanly County Prison Camp near Albemarle, Prison Director Clyde O. Robinson announced.

The first youthful offender camp was opened at Gatesville February 20 in response to legislation then pending in the General Assembly. The law, as passed, ordered the general segregation of all prisoners under the age of 21 provided they were serving first sentences and provided the Prison Director approved of their segregation.

Robinson said the camp, which was closed during the war due to the drop in prison population, would accommodate about 60 young white prisoners. He emphasized that the camp would operate under all the laws, rules and regulations of the prison system and that the principal purpose of the camp was simply segregation.

No Funds For Training

The segregation law did not provide funds for the establishment of so-called "model" camps specially equipped for the training of boys, the prison official pointed out. Like

(Continued on page three)

PURCHASING PROBLEMS

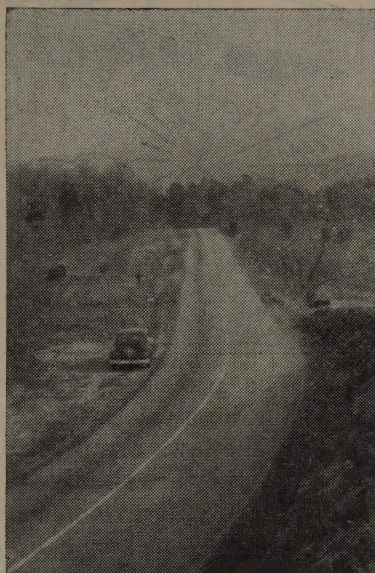
BY W. G. REAVES
Assistant Purchasing Agent

The following two paragraphs, taken from the late edition of a trade journal, may be of some value:

A noticeable price reduction is now being seen on quite a few items. Some increases will also be announced shortly. Prices will be affected by the wage raises, but not in a uniform way. Quite a few will try to keep prices down even in the face of wage increases. Some will raise prices just because the market will let them. Voluntary price cuts in the manufacturing end are coming along; they are small but numerous.

No flat general increases in rent will be voted in the final bill.
(Continued on page four)

WAY UP THAR



Here is a recent scene on NC 16 near Wilbur in Wilkes County where the state highway winds down from Blue Ridge Parkway past the Rendezvous Mountain State Park to Millers Creek on US 421.

Traffic Keeping 45 MPH Average

Motorists on North Carolina highways are maintaining the same postwar speeds observed last October when a check revealed vehicles averaging 45 miles an hour—one unit faster than the pre-war average speed of 44 miles per hour.

The Division of Statistics and Planning, conducting a regular speed check at seven points scattered over the rural state highway system April 7-11, clocked 2,021 vehicles without the knowledge of the drivers and found 24 percent of the vehicles traveling at speeds above the absolute legal maximum of 50 miles per hour.

Busses Are Speeding

Busses were the worst offenders, according to the survey, with 56 percent clocked traveling at over 50 miles per hour. Thirty-eight percent of out-of-state vehicles also exceeded this limit. The new 55 mile limit is not effective until July 1.

The "Pace," or the 10-mile-speed-bracket within which the largest percentage drove, was from 39-48 miles per hour. As is usual, more than 50 percent drove within the "Pace" bracket.

James S. Burch, engineer of statistics
(Continued on page four)

COMMISSION HAS BUSY SESSION, ACTS ON WAGES, FUNDS, SIGNS

Raleigh—The State Highway and Public Works Commission, tackling a bulging agenda here April 24 in the busiest session so far this year, ordered the end of automatic annual wage increases for maintenance workers, divided a \$600,000 allocation of reserve funds among the 10 divisions and approved the moving of the Eighth Division office from Lenoir to North Wilkesboro.

The Commission, with all members present, voted 9-1 to cease paying automatic wage increases to maintenance workers on July 1. Commissioner Merrill Evans of the First Division opposed the action vigorously, contending that the automatic increase system adopted in June 1942 was a fair system and should not be stopped at this time.

Funds Divided

Here is how the \$400,000 of reserve funds for state and county roadway maintenance was divided by the Highway Commission:

State Maintenance		
Division	Avg. Percent	Pro Rata Amt.
1	9.423	\$11,308.00
2	9.505	11,406.00
3	10.172	12,206.00
4	10.007	12,008.00
5	10.904	13,085.00
6	10.011	12,013.00
7	10.518	12,622.00
8	9.516	11,419.00
9	10.058	12,070.00
10	9.886	11,863.00
Total	100.00	\$120,000.00

County Maintenance		
Division	Per Cent	Allocation
1	8.958	25,082.00
2	9.193	25,740.00
3	9.979	27,941.00
4	10.051	28,143.00
5	10.937	30,624.00
6	10.275	28,770.00
7	10.867	30,427.00
8	9.877	27,656.00
9	10.502	29,406.00
10	9.361	26,211.00
Total	100.00	\$280,000.00

DODGE, BURCH ATTEND ANNUAL SAFETY MEET

Winston-Salem—Two officials of the State Highway Commission were scheduled to participate in the Seventeenth Annual Statewide Industrial Safety Conference here May 8-9-10.

Safety Director James P. Dodge was named chairman of the Public Safety section of the conference, and James S. Burch, engineer of statistics and planning, was listed as a speaker in the section.

Burch was to speak on "Highway Features As A Responsibility in Traffic Accidents."

Chairman A. H. Graham and other commissioners pointed out that the recent 20 percent salary increase granted by the 1947 Legislature covered maintenance workers as well as Commission employees whose salary brackets are controlled by the Budget Bureau.

They maintained that the system, which gave each maintenance employee an automatic \$5.00 per month increase upon the completion of each 12 months service, was originated during the war years to assist maintenance workers in meeting the rising cost of living and that the necessity for its existence had ended.

Approves Allocation

The Commission approved the allocation of \$600,000 in reserve maintenance funds recently granted by the Budget Bureau. State and county roads will receive \$400,000 of the funds for maintenance work. The remaining \$200,000 will be used for bridge maintenance work over the state.

Commissioner Raymond Smith of the Eighth Division asked and received permission to begin construction of a suitable new division office on the prison property near North Wilkesboro. The present office is located in Lenoir on rental property and costs the state approximately \$1,200 per year for rent alone. It was emphasized that the division shops at Lenoir would not be involved in the transfer.

Graham announced the appointment of Commissioners John N. Hackney of the Fourth Division, Smith of the Eighth and James A. Bridger of the Third to a new claims committee which recent legislative action ordered created to hear nine claims against the Highway Commission. The claims total approximately \$13,000.

Conforming with the recommendation
(Continued on page three)

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WISE MOVE

"The shortest and best highway will be marked with the original route number. Other bypasses will be marked with alternate numbers."

Briefly, that's the new policy of the Highway Commission concerning the marking of highway bypasses and alternate routes on numbered highways.

This action was taken April 24 by the Commission to conform with a uniform highway marking system proposed by the American Association of State Highway Officials. It will become effective July 1.

As most employees and North Carolina motorists know, the policy of past Commissions has been to mark the newest and shortest alternate routes with alternate numbers (such as US 1-A, US 29-A) instead of moving the original route number to the new road.

However, this procedure varied by states and out-of-state traffic generally would follow the original route number. This practice caused even heavier traffic volume on the old and congested sections of highways instead of the broad bypasses which had been built specially to remedy such situations.

Now the Commission has adopted the suggested policy of the AASHO, and North Carolina will join the other states in uniform alternate route marking. The original route will be the best and

shortest route available.

Employees can assist the Commission by spreading the word of this change to be made in route marking July 1. It's a wise move for the benefit of all motorists who travel our state highway system.

EDITORIAL COMMENT

CROWDED ROADS

Last month the volume of traffic on North Carolina highways set a new record. It has become a "routine announcement," observes the United Press, for the State Highway Commission to report each passing four-week period as a month in which records are broken.

In this light, we believe, the action of the recent General Assembly was most providential. It enacted a comprehensive traffic safety code and it provided for a doubling of the Highway Patrol. On July 1 these new regulations, for example, will become law:

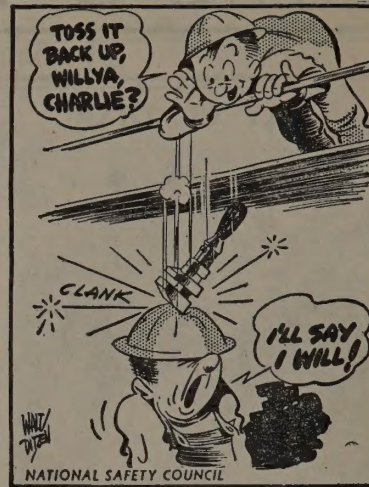
A legal speed limit of 55 miles an hour; a fine of \$75 and six months' license revocation for speeding in excess of 75 miles an hour.

First conviction for drunken driving to carry a mandatory fine of \$100 and revocation of driver's license for one year; second conviction to carry a \$200 fine and license revocation for two years; third, a \$400 fine or one year in prison, or both, with permanent revocation of license.

Driving examination for every driver after July 1 and every four years thereafter; one inspection of motor vehicles in 1948 and semi-annually thereafter.

Of course, these new regulations will not assure perfect safety on the highways. The problem of reckless driving is a human one. But the traffic safety laws have been tightened to make punishment for certain offenses mandatory and to narrow the latitude of the courts. North

"DON'T BE AN ACCIDENTEE!"



Carolina has a shockingly poor record for highway safety.

Unless the laws are precise and unless they are rigidly enforced, the swelling volume of traffic can only mean an appalling rise in deaths and injuries. The General Assembly has done its job well. Officers, courts and citizens must cooperate to implement the letter and the spirit of this wise law.

—ASHEVILLE CITIZEN.

MR. DETOUR

As a committee of one, we wish to extend to the often maligned gentleman, Mr. Detour, a welcome back to North Carolina. His roads, we know, are often terrible but they are always the forerunners of better ones and you can't do much building roads with out his assistance.

It has been about six years since Bro. Detour has shown himself to any extent around these parts. During the war years when highway construction was at a minimum and during the two years since, when labor and materials were so scarce, he has scarcely been needed at all.

But now with construction again on the upswing, the state highway commission is planning to revive its monthly bulletins on the whereabouts of Mr. Detour. He is a ubiquitous citizen who is often in many places at once. His locations are always interesting

to truckers, travel agencies and motorists' associations. They like to know when they are going to run across him and avoid him if at all possible.

With all the bad things we say about him, however, there is no one who can deny that he is an agent of progress. Who can get along without progress?

—SHELBY STAR.

CONSERVATION

Thousands upon thousands of cans of delicious, wholesome food for the inmates of North Carolina's prisons and other institutions will soon be rolling from a veritable food processing assembly line when the Creswell Prison Camp Cannery swings into full operation.

With new construction and improved equipment, Superintendent H. L. Harris has announced that the camp cannery staff plans to can around a million herring this season. Herring, when properly prepared, become one of the finest forms of fish food.

In addition to the herring themselves the cannery will produce thousands of additional cans of herring roe. Then, in season will come more thousands of cans of fresh vegetables, soup mixtures and fruits.

The savings which will accrue to the State through operation of canneries like that one at the Creswell camp and at some of the State institutions are an important factor in the State government's economy.

An adequate supply of quality food products which will keep indefinitely and which will give the inmates of our institutions plenty and variety in their diet is an important factor in their health and morale.

—ELIZABETH CITY ADVANCE.

"Good morals are nobler than good manners, but not so popular."

"That government is best which governs least."—Thomas Jefferson.

Henderson Traffic Survey Conducted

Henderson—A standard traffic flow survey conducted by the division of statistics and planning of the State Highway and Public Works Commission began here April 24.

J. S. Burch, engineer of statistics and planning, organized the survey. W. D. White was in charge of the survey, assisted by R. N. Brincefield, Leroy Jay and A. E. Allen.

Local interviewers were Allison Dixon, Elmus Pegram, Jr., Ralph Pernell, Robert Parks, Carl Herndon, Tommy Powell, J. T. Griffin Willard Inscoe, J. B. Ellington, Charlie W. Jones, J. D. Leonard, Jr. Mrs. E. W. Pegram and Mrs. M. C. Byrum assisted with the coding and clerical work.

BUSY SESSION

(Continued from page one)

mentations of the American Association of State Highway Officials, the Commission adopted without controversy a new uniform system of making alternate or bypass state highway routes. Effective July 1 the best and shortest route will carry the original US or NC route number. The second-choice route will receive the number-plus-A or alternate sign.

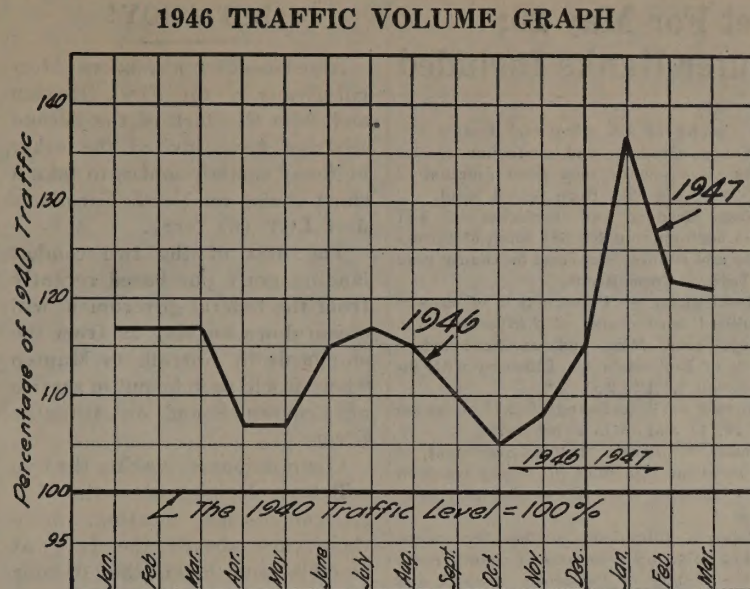
A lengthy discussion on the relocation of outdoor advertising signs led to the extension in time ordered by the highway ordinance of 1941. The ordinance, as amended in 1943 and 1945, would have forced owners of advertising signs to move all signs along state highways back at least 50 feet from the centerline of the roads by July 1.

Leon Brassfield and F. H. Workman of Raleigh, representing the Outdoor Advertising Association of North Carolina, said the advertising companies could not possibly obey the order by July 1 because of the lack of materials and labor.

The Commission agreed to extend the deadline through 1948, but ordered the Association to confer with division engineers and move promptly any signs considered an immediate hazard by the engineers. Also, written reports of the progress of the relocation must be submitted when requested by Chairman Graham.

Safety Is Stressed

Graham discussed the Commission's new safety program and stressed the necessity for complete cooperation by all employees. "The past safety record of the Highway Commission is not good," he emphasized. "We must make every



This little study in black-and-white shows clearly how much motor vehicle traffic in North Carolina has increased over pre-war levels. The graph was designed and prepared by the Division of Statistics and Planning to show the percentage of increase in traffic volume by months during 1946 and the first three months of 1947 over the same period in 1940.

effort to lower the rate of accidents and injuries."

Twenty-two projects in the April 15 letting were approved by the Commission for awarding. Three (Greene, Scotland-Hoke and Anson-Stanly, a state betterment) were rejected as too high. Three of the 28 projects received no bids. The federal-aid projects were approved subject to approval by the PRA.

No action was taken upon a request from Mattamuskeet Lake residents who asked that automatic flood gates be installed in culverts under NC 94 which crosses the lake. The residents claimed the installation of gates would prevent flooding the western shoreline property reportedly caused by wind and tide. Graham said that federal wildlife authorities, who control the refuge area, did not approve of the proposal.

The Commission approved an increase of right-of-way on US 1 from the city limits of Raleigh to the fairgrounds in a move to protect possible future developments of the highway in an area which is becoming heavily populated with industrial plants. Plans call for the present 60-foot right-of-way to be widened to 100 feet.

Commissioner John Goode of the Tenth Division touched off a discussion of construction costs with several questions concerning the present cost situation. It was pointed out that overall construction costs had increased from 65-67 percent over pre-war figures.

The next meeting of the Commission was set for May 28.

"No man has ever stood erect who has not stooped to help a boy."

SEGREGATION

(Continued from page one)

all other camps, the Stanly camp will use the prisoners in road work under the supervision of road foremen and guards.

Within the limits of present funds and laws, the Prison Department will make every effort to assist the boys by giving them more time for recreation and later may be able establish study courses, provided trained personnel can be engaged, Robinson said.

W. B. Beam of Cherryville, former superintendent of Mecklenburg County Camp No. 2, has been assigned the task of handling the segregation camp.

WHO'S NEXT?

The recent item about R. G. Johnson catching a 7¼ pound large-mouth bass brought some comment from the Ninth Division where the fish grow big and the fishermen are proud of it.

Resident Engineer D. L. Rink writes that Cliff Rector, a construction employee in his party, and Cliff's brother Bill caught a NINE pound large-mouth bass in Lake Hickory on April 7. Furthermore, Rink attached a newspaper clipping showing the brothers with their catch. The clipping stated that the big bass was the "prize catch of the Spring if not for a longer time."

We would like to hear from other fishermen. Has anyone caught a larger bass . . . or, for that matter, any other kind of fish?

April Record For Escapes Is Small

The Prison Department reported 14 escapes and 20 recaptures during the month of April, as compared to 21 escapes and 16 recaptures during the same month last year.

Escape Ratings

Escape ratings for April 16-30 were:

Three Stars
(No Escapes)

Central Prison, Woman's Prison and all others with exception of the following.

Two Stars
(One Escape)

Cherokee 1003, Cabarrus 702, Gaston 905.

One Star
(Two Escapes)
Guilford No. 1 (505).
Non-Star
(More Than Two Escapes)
Stokes 806.

Today's Chuckles

"Who's that close-mouthed fellow over there by the stove?"

"Oh, him? He's just waiting for the janitor to come back with the cuspidor."

* * *

Neighbor Smith: "I'd like to borrow your radio tonight."

Neighbor Jones: "Sure. Having a party?"

Smith: "No. Just want to get some sleep."

* * *

Judge: "Mr. District Attorney, why do you bring this defendant before me when he says his only crime is that he robbed his kid brother's bank?"

District Attorney: "Your Honor, he forgot to explain that his kid brother was cashier of the First National Bank."

* * *

Bum: "I don't appreciate being thrown out the back door. I came from a very prominent family."

Bartender: "Okay, yer 'highness,' I'll toss you out the front door."

* * *

Father (to small son): "It's none of your business how I first met your mother, but I'll tell you one thing—it certainly cured me of whistling."

* * *

Wife: "Darling, a moth was in my bathing suit."

Hubby: "Well, it must have looked very nice on him."

* * *

"Who introduced you to your wife?"

"We just met. I don't blame anybody."

Letting Of 29 Projects Set For May 20; First Highway On Outer Banks Included

Raleigh — Twenty-nine projects involving 210 miles of road-work and the construction of six bridges will be opened for bids here May 20, Chairman A. H. Graham of the Highway Commission has announced.

Fourteen of the projects were federal-aid and 15 were state betterment, with the majority of construction planned for secondary and county roads. No estimates were available when this publication went to press.

The projects included the construction of 17.3 miles of bituminous surfaced road between Hatteras and Avon on the Outer Banks. This project will build the first such road on the Outer Banks proper.

The projects were:

Federal-Aid

Pasquotank-Camden—Grading, surfacing and culverts on 10.11 miles of US 17 from intersection with US 158 to Virginia state line.

Pasquotank-Camden — Reconstruction of three bridges on US 17 between junction of US 158 and South Mills, and box culverts on US 158 3 miles west of junction with US 17.

Dare—Grading, bituminous base course and sand bituminous surfacing of 17.32 miles from Hatteras to Avon on the Outer Banks.

Greene—Construction of structures on NC 123 from Main Street in Hookerton to a point 3 miles south to Maury.

Onslow-Jones — Grading, surfacing and structures of 6.72 miles on US 258 from a point near NC 24 to a point near NC 41.

Jones—Grading and sand asphalt surfacing of 8.82 miles on NC 41 from Duplin County line east towards NC 12.

Cumberland — Grading, surfacing and structures of 1.02 miles on NC 87 from a point 10 miles north of Fayetteville, Northwest to the Lower River Bridge.

Robeson—Construction of bridges and approaches for Big Swamp Overflow and Big Swamp Main Run on NC 211 between Allentown and Bladenboro.

Wayne—Construction of structures from a point south of Rosewood to NC 222.

Wayne—Construction of structures from a point on US 117 north to NC 222.

Alamance—Grading, surfacing and structures of 3.34 miles from a point approximately 14 miles south of Graham south to Chatham County line.

Guilford—Grading of 12.47 miles on NC 29 from a point on Summit Avenue in Greensboro north to Rockingham County line.

Watauga—Grading, surfacing and structures of 4.81 miles on US 321 from a point approximately 3.5 miles north of Blowing Rock north to a point in Boone.

Burke-Avery — Grading, surfacing and structures of 4.12 miles on NC 181 from a point near Upper Creek north to a point near Blue Ridge Park.

State Betterment

Beaufort—Sand asphalt surfacing of 2.53 miles of roads and streets in and around Washington.

Wayne-Johnson—Grading and surfacing of 6.79 miles on a county road from a point near the River Road 13 miles east of Smithfield east to a point 3 miles west of the State Hospital at Goldsboro.

Wayne—Grading and surfacing of 7.2 miles on two sections of county roads in

the vicinity of Mt. Olive and Dudley.

Wayne—Grading and surfacing of 3.0 miles on a county road from junction of US 70 to the New Hope School Road.

Nash—Grading and surfacing of 5.87 miles beginning on NC 581 south of Spring Hope and running southeast on county road to Taylors Cross Roads.

Rockingham — Construction of cement stabilized base course of 7.68 miles on a county road from end of hard-surface north of Stokesdale via Ellisboro with intersection of US 220.

Rowan — Resurfacing of 2.11 miles on US 29, 52 and 70 in Salisbury.

Hoke—Bituminous surface treatment of 7.5 miles on 3 sections of county roads in the vicinity of Raeford, Antioch and Montrose.

Robeson—Bituminous surface treatment of 13.2 miles on 3 sections of county roads in the vicinity of Pembroke, Rennert and Fairmont.

Burke-McDowell-Rutherford — Bituminous retreatment of 30.3 miles on US 64-A from intersection with US 74 in Rutherfordton to overhead bridge near Morganton.

Cleveland—Bituminous surfacing of 9.8 miles on county roads from Lattimore to New House and from the intersection of US 74 to NC 150 on the Post Road.

Gaston—Bituminous surfacing of 8.3 miles on county roads from Long Shoals to Landes Chapel Road, from intersection with NC 277 to intersection with NC 274 and from Spencer Mountain to Stanley.

Wilkes-Surry—Bituminous surfacing of 15.68 miles on seven sections of county roads.

Burke—Bituminous surfacing of 7.0 miles on NC 126 from intersection with NC 181 west 4 miles, and from intersection with US 70 southwest 3 miles.

Polk-Rutherford—Bituminous surfacing of 14.8 miles on three sections of county roads.

PAROLE CONFERENCE

Asheville—The Eleventh Southern States Probation and Parole Conference and the Sixth Southern States Prison Conference will meet here May 15, 16 and 17.

Among officials planning to attend were State Prison Director Clyde O. Robinson and Warden Hugh Wilson of Central Prison.

TRAFFIC KEEPING

(Continued from page one)

istics and planning, said the high average speed "coupled with the very poor general vehicle condition and doubtful tire conditions undoubtedly is adding to our high accident rates."

PARKWAY BIDS

Washington, D. C.—The deadline for sealed bids to be received on construction of a Blue Ridge Parkway link between Swannanoa and Balsam Gap in North Carolina was May 8, the PRA has announced here.

DRIVE SAFELY

LCT AHoy!

Ahoskie—Commissioners Merrill Evans of the First Division and John G. Clark of the Second Division have invited the other highway commissioners to take a short cruise on North Carolina's first LCT (6) ferry.

The first of the two combat landing craft purchased recently from the federal government will steam down on May 29 from the shipyards in Norfolk to Manteo where it will soon be put in service at Croatan Sound or Alligator River.

Commissioners making the trip will leave Raleigh after the May 28 commission meeting, drive their cars aboard the LCT at Norfolk and make the 10-hour cruise down the Inland Waterway to Roanoke Island.

PURCHASING PROBLEMS

(Continued from page one)

and ceilings will be continued into '48, but new construction, will be exempt. New higher freight rates are expected to be okayed by ICC around year end. This increase will be necessary because of increased railway wages in July and August. Freight car shortage will ease slightly by early fall but not enough cars by next spring. The tightest pinch is expected in September and October.

Gas Conservation Urged

A new contract for gasoline has just been made for the year beginning May 1, 1947. Gasoline has increased approximately two cents per gallon over the old contract price. In all probability, gasoline will be in short supply during some periods of this contract. There is a way to conserve gasoline, not only in the Highway Equipment alone also in the personal equipment.

All concerned are most urgently asked to conserve gasoline. We do not expect any drastic shortage in this product; however, the fact remains that it is possible that in some instances and locations the supply may be short at times.

Tool Supply Better

Some items of maintenance tools are still in short supply; however, the outlook at this particular time is somewhat brighter than for several years in the past. Recent shipments of shovels, shovel handles, asphalt pouring pots, along with center line paint have been received and stocks of these items are better than for sometime in the past.

The nail situation remains critical in the small sizes such as 6s, 8s

Division Roundup

Eighth Division

The many friends of Charles G. Ashby will be glad to learn that he has recovered sufficiently to be discharged from the hospital, and we sincerely hope that with a few weeks rest he will be able to return to active duty.

"Mack" Absher, Roadway Inspector on Project 7790, Wilkes County, is recovering from a minor ailment and expects to resume activities at an early date.

J. E. Gentry, Ashe County Maintenance Foreman remains ill at his Nathan's Creek home. We hope the pretty weather we are now having in the mountains will speed Jess along the road to recovery.

Work has started on the following projects this month: Project 7313, Davie County; Project 8-450, Watauga; Projects 7115 and 7170, Ashe; Betterment 8-6-67-130, Alleghany County.

J. F. Bivens, who for the past five years has served as City Engineer in Mt. Airy, has returned to his first-loved, the highway service. "Burr" is now working as Sr. Res. Engineer in Stokes County. Welcome back, "Burr"! — J. H. COUNCILL, Reporter.

and 10s; whereas, on larger sizes, consisting of 40s 60s and 80s, the supply at this time is good. On a recent bid, we purchased several hundred kegs of 60s, but received no offers on small sizes.

Rubber Stock Low

For the first time in many months, we were able recently to fill a "rush order" for transmission belt direct from Motor Department Stock. While some sizes of transmission and conveyor belts are still in short supply, fortunately we have been able to build up a small stock on some sizes of these type belts. Those concerned should keep in mind that it is possible your requisition for some sizes cannot be filled from stock. In view of this, you are urged to requisition your requirements of rubber goods as far in advance as possible.

Elevator buckets, elevator chain and sprocket chain are exceptionally hard to obtain for prompt delivery now. We recently sent out invitations to bid on these items, and the only few proposals we received could not offer delivery in less than approximately 18 months. These items are necessary in the operation of crushers; therefore, some foresight in your future requirements of these items might mean the difference in equipment staying in operation and being down for lack of delivery of these items.